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REMARKS/ARGUMENTS

The Examiner has rejected claims 1-14 under 35 USC 112 and has alleged that Applicant is simultaneously claiming two separate transmission configurations.

The Examiner has further rejected claims 1-14 under 35 USC 103(a) on the grounds of obviousness over Rusu (US 4,711,615) in view of Halliday (US 3,486,478).

Rusu discloses a turboprop over-speed protection system in which a governor pump and a constant speed governor are both driven by the turbine through a gear reduction assembly. Halliday discloses a steerable marine drive in which a propeller shaft of a 360 degree rotatable nacelle is driven through bevel gearing by two oppositely rotating drive shafts. These two cited references, either individually or in combination, do not teach a method and apparatus for powering respective first and second PCU pumps of respective first and second propeller engines of a multi-engine aircraft. More particularly, neither one of the two cited references teaches two gear sets which differ by one gear, to be used in the respective first and second propeller engines of a multi-engine aircraft.

Claims 1-14 have been cancelled. New claims 15-27 have been added. In order to patentably distinguish the cited references, the subject matter of the new claims have been limited to the method and apparatus for powering respective first and second PCU pumps of respective first and second propeller engines of a multi-engine aircraft. Therefore, the Examiner's rejections of claims 1-14 under 35 USC 103 are traversed.

The Examiner's rejection of claims 1-14 under 35 USC 112 is also traversed by cancellation of claims 1-14 and the addition of new claims 15-27.

No new subject matter has been added.

Applicant gratefully acknowledges the Examiner's statement of approval of the drawings of this application.

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It is believed that this application is in condition for immediate allowance.

Favourable reconsideration and early issuance of the Notice of Allowance are respectfully

solicited.

Respectfully submitted,

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